

Intimations.

DAKIN BROS. OF CHINA, LIMITED.

DAKIN'S EFFERVESCENT SALINE POWDER.

Is cooling, refreshing, and invigorating. It relieves all stomach derangements. It relieves headache and sickness. It allays febrile symptoms. It quenches thirst.

DAKIN'S IODIZED EXTRACT OF SASSAPARILLA.

Purifies the Blood. Removes Skin Eruptions. Strengthens the System. Is of special benefit to those suffering from the Enervating Effects of the climate.

DAKIN'S VIN DE QUINQUINA.

This Wine will be found of great value as a Tonic in all cases where the system is depressed or where there is the slightest tendency to Malaria or Climatic Debility.

It is prepared from the true Bark in combination with our Finest Port Wine, and is an admirable form of administering at the same time the appetizing properties of the Port with the strengthening qualities of the Bark.

Price, \$1.50 per Bottle.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 10th June, 1890.

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD

(ESTABLISHED A.D. 1841.) HONGKONG.

WE invite attention to the following old landed Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

Per Case. Per Bottle.

A Alto Douro, good quality, Green Capsule, \$1.00

B Vintage, Superior quality, Red Capsule, 1.10

C Fine Old Vintage, superior quality, Black Seal Capsule, 1.25

D Very Fine Old Vintage, extra superior, Violet Capsule, 1.50

(Old Bottled) 1.80

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule, 0.60

B Superior Pale Dry, dinner wine, Green Seal Capsule, 0.75

C Manzanilla, Pale Natural Sherry, White Capsule, 1.00

CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule, 1.00

D Very Superior Dry, old Wine, White Seal Capsule, 1.00

E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule, 1.50

(Old Bottled) 1.50

CLARETS.

A Superior Breakfast Claret, Red Capsule, \$4.50

B St. Estephe, Red Capsule, 5.00

C St. Julien, Red Capsule, 7.50

D La Rose, Red Capsule, 12.00

BRANDY.

A Hennessy's Old Pale, Red Capsule, \$12.00

B Superior Very Old Cognac, Red Capsule, 1.25

C Very Old Liqueur Cognac, Red Capsule, 1.50

D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule, 2.00

SCOTCH WHISKY.

A Glenlivet, White Capsule, 0.75

B Watson's Glenlivet Mellow Blend, Blue Capsule with Name and Trade Mark, 0.75

C Watson's Aboulin-Glenlivet, Red Capsule, with Name and Trade Mark, 0.75

D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule, 1.00

E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule, 0.75

B John Jameson's Fine Old, Green Capsule, 1.00

C John Jameson's Very Fine Old, Green Capsule, 1.10

GLENVINE BOURBON WHISKY, fine old, Red Capsule, with Name, 1.00

GIN.

A Fine Old Tom, White Capsule, 0.40

B Fine Unsweetened, White Capsule, 0.40

C Fine A. V. H. Geneva, 0.50

RUM.

Finest Old Jamaica, Violet Capsule, 1.00

Good Leeward Island, \$1.50 per Gallon.

LIQUEURS.

Benedictine, Maraschino, Curacao, Herrings' Cherry Cordial, Chartreuse, Dr. Siegel's Angostura Bitters, &c.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 12, 1890.

THE report that a petition had been sent into His Excellency the Officer Administering the Government protesting against the lease of the Bowington Gardens being granted to the Hongkong Athletic Club has caused considerable surprise throughout the colony, and has been made the subject of heated discussion in sporting and athletic circles. Judging from what transpired at the numerous and influentially attended public meeting held in the Hongkong Hotel on April 16th,

presided over by His Excellency, this protest, whatever its merits, is not merely in direct opposition to the emphatically expressed wish of the community at large, but it comes rather late in the day. We shall see what its intrinsic merits are presently.

It will be remembered that at the meeting of April 16th, after Mr. W. H. YOUNG had fully explained the scope and intentions of the proposed Athletic Association, that the proposal for the formation of The Hongkong Athletic Club was carried with acclamation. The Hon. A. P. MACLEOD then proposed, and the Hon. C. P. CHATER seconded, that the Governor of the Colony for the time being be President of the Club, which was unanimously agreed to, and His Excellency the Administrator, in accepting the position, spoke most warmly in support of the undertaking. The Hon. A. P. MACLEOD, on the proposition of Mr. J. H. WHITEHEAD, was unanimously elected Vice-President, and the member for the Chamber of Commerce in acknowledging the compliment paid him promised to do all in his power to forward the interests of the Club. Mr. J. J. FRANCIS, Q.C. then proposed that Mr. W. H. YOUNG should draft the rules, which could be submitted for approval at a subsequent meeting, when the Committee would be elected, and this being agreed to, the proceedings, which were of a most enthusiastic character throughout, terminated.

On April 19th a formal application was made to the Government for the Bowington Gardens, and on May 31st a seven year's lease at the nominal rental of \$5 per annum was offered to the Club and, of course, thankfully accepted. Arrangements to commence work were being pushed on as rapidly as possible when, on July 5th, this protest, which we are informed was instigated by that meddlesome busy-body Mr. MITCHELL-INNES, Secretary of the Golf Club, came down like a thunder-bolt. It is a curious document altogether, but the most curious part of it are the signatures attached. The protest against a scheme that has received the unanimous approval of the community and has been heartily supported by the Government, is signed by a Commander FESTINO, R.N., Major, FLETCHER, R.A. (for the Military and the Polo Club), Mr. W. H. WALLACE (for the Hongkong Football Club), and Mr. GERSHON STEWART for the Golf Club. The grounds of the protest, briefly stated, are—

1.—Because the Military applied some time ago for the ground, now leased to Athletic Club, and didn't get it.
2.—Because the Race-course is too small for the Golf and Polo Clubs, and soldiers and sailors.
3.—Because the signatories couldn't see why a Club newly sprung into existence, and the success of which was by no means assured, should have this concession.
4.—Because they wish the Hon. A. P. MACLEOD's original suggestion carried out, that the Bowington Gardens should be thrown into the Race-course.

And the protest winds up by threatening to appeal to the Secretary of State if the Administrator does not agree to stultify himself by repudiating the contract the local Government has entered into with the Athletic Club.

After all this we have no hesitation in strongly urging His Excellency to ignore the irresponsible and unwarranted impudence of these modern "Tailors of Tooley Street." Who, in the name of heaven, is Commander FESTINO, R.N.? An officer in the *Victor Emmanuel*, a stranger in Hongkong who does not pay a cent of taxes, who has no *hous* stand as a citizen, and yet has the unparalleled impudence to use threats to the Administrator and put forward his views in opposition to the expressed desire of the Hongkong public. Exit FESTINO. We really are unaware what military interests Major FLETCHER represents, of what interests the Military can possibly have in a piece of ground to which they have not a title of a claim; as Secretary of the Polo Club the Major apparently acted on his own authority, and therefore without sufficient authority. No meeting of the members has been held and no circular sent round to elicit their views on this matter, so that Major FLETCHER had no right whatever to pose as the accredited representative of the Polo Club. The executive of the Football Club state that Mr. WALLACE had no authority to sign the protest, and they entirely repudiate his action. And finally we should like to know who authorised Mr. GERSHON STEWART to represent the Golf Club? Like the other signatories of this dog-in-the-manager protest he had no valid authority, and in fact, the members of the Club were never even consulted on the matter. If Major FLETCHER and Messrs. MITCHELL-INNES, WALLACE, and STEWART are not satisfied with our repudiation of their authority to sign this protest on behalf of the Polo, Golf and Football Clubs, we challenge them to convene public meetings of the members of each of these institutions at which they can assert the positions they have so arrogantly assumed. Meanwhile we would remind them that they are not "the people of Hongkong," that they represent nobody and nothing, and therefore their dictatorial attempt at "protesting" is childish and absurd and amusingly ridiculous.

TELEGRAMS.

PARLIAMENT.

LONDON, July 3rd.

Mr. W. S. CAINE, finding himself unable to support the Government as a Liberal Unionist, resigned his seat and sought re-election at Barrow as an Independent Liberal. He has, however, been supplanted by a Gladstonian.

[At the last general election Mr. Caine was returned by 3,212 votes against 1,882 for his Home Rule opponent.]

GAS STRIKE.

The Gas Stokers of Leeds are on strike and the city is in darkness.

Serious disorder prevails, and the Gas-works are guarded by troops.

DOCTOR PETERS.

July 10th.

Doctor Peters has reached the Coast.

ANOTHER STRIKE.

A strike of the London postmen is imminent.

OMINOUS.

A fierce conflict between the police and the mob has taken place in Bow-street.

LOCAL AND GENERAL.

THERE will be afternoon service at the Peak Church to-morrow, at 5 o'clock.

WE are informed by the agent of the Messageries Maritimes that the Company's steamer *Djemnah*, with the next French mail, left Saigon for this port at 10 a.m. to-day.

A CONSignment of seventeen fine mules arrived in Shanghai last week, by the *Sin Nanning*, and will be forwarded to Saigon for the use of the French troops quartered there.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE bodies of seven more victims of the *Paoching* catastrophe were brought to Shanghai on Friday last. Among them were the remains of Mr. D. Wilson, the second engineer of the steamer.

A KEEN search is being made by the detective force for a Chinaman, a cook in the employ of a well-known European, who yesterday outraged the little daughter of his employer, and then disappeared.

If we had said his show was good And puffed his acting to the skies We'd thus have saved six dol's a week, For Stanley still would advertise. (But this is a truthful paper.)

THE formal inauguration of the Hotel Marina will be celebrated to-night by a public dinner on board. Mr. Andrew Foster, the manager, has spared no pains to guarantee a pleasant evening, and the "send off" will be in the good old style.

TOMORROW morning between 9 and 10.30 o'clock the steam-launch carrying the *Bethel* flag will call alongside any vessel holding pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

"DISOBTED" and other correspondents who time ago for the ground, now leased to Athletic Club, and didn't get it.

THE well-known *Remi de Montigny* property between the French Bund and the Rue Montauban at Shanghai, has been purchased by Messrs. Jardine, Matheson & Co. The *Mercury* believes this is the firm's first purchase of land on its own account in the French Concession.

ONE month with hard labour, and to be placed in the stocks at the Dock gate for two hours during that period, was the sentence passed by Mr. Robinson, at the Police Court this morning, upon a coolie who was caught "red-handed" yesterday afternoon walking off with two sheets of steel, the property of the Hongkong and Whampoa Dock Company, Limited.

THE *Peking Gazette* of the 1st inst. says:—The United States man-of-war *Alliance*, Commander H. C. Taylor, arrived from Colombo on Sunday morning. The *Alliance* is a gunboat of 1,375 tons and 800 horse-power, and carries 177 men and 6 guns. We understand she will remain here for a few days, and that her crew will have some ball practice somewhere in the south channel before leaving for Hongkong.

A JAVAN contemporary says that a naval and military expedition has been operating in the Netherlands New Guinea, where the natives had defied the authorities. Several villages had been burned, and a good many of the rebels killed by the time the expedition returned. The headmen of the disturbed district professed by the hard lesson, and lost not a moment in coming with a large following to the nearest missionary and offering their submission through him, and have promised better behaviour in future.

A HOME paper states that "Miss Amy Sherwin," the Australian flutist, has just arrived for the season at her flat in Hyde Park Mansions. Since last leaving London she has professionally visited China, Japan, India, and all the Australias. Upon the day of her arrival on English soil she received a cable from Boston, U.S.A.—where she is a great favourite, and where her husband once resided as a musical critic—informing her of the dedication there of a new musical school and hall named "The Sherwin."

A PRIVATE telegram has been received in Singapore, says the *Free Press*, reporting the breakdown of H.M.S. *Redoubt* on the coast of Java. The *Redoubt*, which has been on this station for some little time, had, as the annual tour of inspection to the Cocos Islands. When on the coast of Batavia, the low pressure cylinder broke down, and, with some difficulty, the vessel shaped a course for Tanjong Priok, which port she reached in safety. The necessary repairs were to take place there, and it was expected that the *Redoubt* would resume her voyage on the 9th inst.

THE Canton River monopoly is going to be still further broken up. The Kwong Hip Loong are now at work putting together a new steamer for Wing Tai, who will probably run her in connection with the *Paisie*. She has been built by the Steel Company of Scotland, Ltd., and will be a big thing in the Steamboat Co.'s side, judging from her photographs. Her length is 186 feet, beam 35 feet, and draught six feet; she is to be fitted with compound condensing engines, 75 horse power, the speed guaranteed being ten knots. There will be supermoderate accommodation for a thousand Chinese, besides a few Europeans. She will be ready in a few months.

WHILE the British steamer *Iser* was on her way up to Shanghai from Hongkong, one of the firemen, a German, jumped overboard and was drowned.

ANOTHER of those pests of society locally known as "caring snatches" was brought before Mr. Robinson at the Police Court this morning, and charged with snatching earrings from a woman in Jervois Street last night. His Worship sentenced him to six months' hard labour, and one whipping of nine strokes.

SEROT-MAJOR BROOK, the Municipal Store-keeper, at Shanghai, did not keep his place long. It was not big enough for him, the *Mercury* thinks, and he took to the ruinous amusement of "flying kites" during his leisure hours, with the consequence that it has been found necessary to send Detective Inspector Keeling after him to bring him back from Japan, where he had gone suddenly for the benefit of his health. Another victim of the unlimited credit system! We further hear that his accounts with the Council are not quite straight.

THE *Singapore Free Press*, describing the attempts to save the King of Siam's yacht *Vesutri*, says that on the 29th, with a spring tide, everything being again quite ready, the last attempt to raise her was made, but the vessel slipped off the reef and went over her side in deep water. The big well rollers in the NW although there was no wind from that direction. The ballast, consisting of 1,100 slabs of iron, each weighing about 66 lb., was saved, as also the specie and gold and silver plate belonging to H. M. the King of Siam. In fact, everything valuable was taken out of the ship with the exception of two brass deck pumps. Of course the engines and boilers are still in the ship, but the bottom of the boiler has dropped out. The *Vesutri* was an iron screw steam yacht of 92 tons nett and 168 tons gross. She was 124 feet long, 22 feet beam, and drew 12 feet of water. She was built and designed in Southampton in 1879, by Messrs. Day, Summers & Co. Her engines were of 45 h.p. and she had four funnels. Another attempt is yet to be made.

A CORRESPONDENT writing from Sambas to a Surabaya newspaper points out that, in Netherlands Borneo, the Malays are gradually being displaced by Dutch speculators with a Netherlands as figurehead. He fancies that the British will soon overrun Sambas in this way. The Sultans of Sambas and Cotac having set the example in granting concessions, another chief, the Panembahan of Matan, on the West Coast of Borneo, has followed the example, and now offers to lease land within his territories. He is nominally a Netherlands vassal, but both chief and people are said to be rather barbarous and fierce. Meanwhile it should be borne in mind that scarcity of labour hampers industrial enterprise in Borneo. The Malays of the land are fast being driven to the sea by the Dutch in cultivating the soil. The Dyaks know little about cultivation and are only useful in felling jungle, but do quite as well as the Malays in seeking forest produce. Tobacco from Sambas raised from Deli seeds under the superintendence of a Deli planter has succeeded so well as to raise high expectations among experts in Holland owing to goodness in quality.

In Edie, the troops in the field have dislodged the Achinese from their strongholds with slight loss, and pursued them until an outbreak of cholera checked the advance a while. By last advances, the field force had moved further into the enemy's territory, carrying all before them. The Achinese loss has been heavy. In Achene Proper, the enemy show no signs of submission and never will, so say Achinese friends, so long as the present waiting policy goes on. The friends urge, instead, a strict enforcement of the blockade and prohibition of all trade to places beyond the lines. They advise the capture of Achinese forts by surprise when the garrisons happen to be small and off their guard, and counsel short measures with the enemy's fighting men. In their opinion, slain foes should be beheaded and the heads buried at a great distance. Steady persistence in this line of policy would, they affirm, soon put an end to further resistance. The Netherlands Government shrink from beheading enemies, even Achinese, though these are notorious for retaining their heads and mutilating the dead soldiers to fall into their hands. The troops in Achene, last year, lost 4 officers and 43 privates killed, and 7 officers and 100 privates wounded. Adding to these the gaps in the ranks caused by deaths from disease, the losses among the troops aggregate one thousand human lives yearly.

Now where is our learned evening contemporary who, under the glaring style of the *China Mail*, has for years past foisted upon its readers endless columns of literary "hot-potch." Last night the semi-gospel-grinding editor spread himself anew the recent important circular sent by the Grand Council of State to all the Viceroy and Civil and Military Governors throughout the Chinese Empire. Had our contemporary stopped short at his comments upon that startling circular "in which China throws off the mask of virtuous protestantism," he would have done well. But unfortunately, but characteristically, he wandered on and on into wholly irrelevant matter, finally plunging himself into a perfect sea of revolting tautology in which he simply revelled in nauseous grovel before the shrine of the would-be almighty Sir Robert Hart. This is what the "Maiden Libeller" has to say upon the subject of Hart's collection (?) of *lihsin* on cotton, kerosene &c. at Canton:—"It would be a great gain to China if the collection of the revenue was handed over entirely to the Customs, but there is not much probability of such a large step being taken for many years to come. The fact, however, of the Peking authorities having entrusted to the Commissioners of Customs the collection of the inland tax, *lihsin* or whatever it may be called, on cotton, kerosene &c., is a proof of the trust of the Central authorities in the Customs service." But how does this, which reads very well, is thoroughly intelligent and quite an acknowledgment to an able leader, read side by side with the fact that, the *Viceroy of the Two Kwang* has retained instructions from the Six Boards at Peking that the *lihsin* duty (imposed for purposes of coast defence) on cotton and cotton yarn and other articles (which was ordered to be collected by the Imperial Maritime Customs at Kowloon from the 1st inst.) is to be farmed out to a syndicate of merchants at Canton for \$2,000,000 a year. The instructions given to the Maritime Customs to collect this duty are therefore to be annulled? It was hardly reasonable to suppose, as did our learned contemporary that the *Viceroy* of Canton would be defeated "all along the line." He was defeated upon the question of *lihsin* on foreign opium, and that was a big point gained by foreigners. Sir Robert Hart, however, appears to have worked—as usual—upon the principle of "kicking a man when he is down" and "pulled the strings" violently in Peking with a view to utterly annihilating the brother of his northern "stumbling block"—Li Hong-chang. That Sir Robert stands non-plussed, for once at any rate, and that an obsequious editorial, today looks upon the matter, there can be no doubt whatever at the present time. The bluster about Hart collecting *lihsin* at Canton has ended in an utter fiasco. O Imperial O mortal!

OUR correspondent in Korea writes:—"General Le Gendre, the new Adviser to the King of Korea, who visited Hongkong on the 10th of May last for the purpose of negotiating a loan of \$1,500,000 and inducing Prince Min Yong to abdicate, and assist, with his advice, the Tai return of Tab Chosen, returned to the capital of Korea on the 28th ult., when he assumed duty as Vice-President of the Korean Home Office. As the Russo-American-Japanese party seems jubilant it is believed that the gallant General has succeeded in "raising the wind" somewhere. But what use a million and a half of dollars can be to this unfortunate country at the present time it is difficult to comprehend. The American and Japanese troops have left the capital and returned to their ships at Chemulpo. No shots exchanged, no blood spilt. Only a revolting exhibition of Yankee "bluff" for which the U.S. Minister, Heard, will probably get into pretty hot water at no very distant date."

LAST night we heaped coals of fire on Mr. Harry Stanley's head to the extent of two dollars, in fulfilment of our promise to see whatever his Company did, the cross was raised. The "Private Secretary" was billed, but the Harbour Lights, that good old Adelphi drama written by Sims and Pettit, was played, and, taken by and large, well played. The cast was heavy enough, goodness knows; there were twenty-three or four names on the programme, including that of our talented townsman Mr. H. Lightwood, who sustained the part of Frank Morland, the man who gets murdered. Mr. Lightwood looked very handsome, but his Frank Morland was twice murdered. Mr. Pyne as Nicholas Morland, the bad man, was likewise a blunder. As a consequence, and eye-roller, he was all that could be desired, but his villainy was too prominent—it was projecting a foot. Mr. F. Fletcher, as Lieut. Kingsley, R.N., had a first-class chance, but only occasionally took advantage of it. His "lines" evoked boundless applause from the defenders of our country, away at the back, but his acting was not up to the usual standard. Mr. J. Empson, as old Captain Nelson, was good, now; he was natural; and Mr. Boyd, another Captain, quite excelled himself. Mr. Lyndon was once more promoted to a principal part, as Mark Helstone, and, barring a few solecisms and incongruities, did the part well. Miss Schlerke, as she has never done before, in the emotional rôle of Lena Nelson. At times she quite rose to art. Miss Stanley was extremely good as Dora Vane, although she lost her grip of the love-making part at times, and Messrs. Santley was piquant as Peggy Chudleigh. Mr. Driscoll had a congenial character in that of Tom Dossiter, and Miss D. Childs deserves praise for her fidelity to nature as Bridget Malvey. Of the rest we can say nothing.

CUT RATES TO CALIFORNIA.

Shipping rates have been greatly disturbed within the last twenty-four hours by the proclamation of a war of rates between the Canadian Pacific Steamship Company and the Pacific Mail and Occidental and Oriental Steamship Companies. The first intimation of the outbreak was when, on Thursday, the agents for the *City of Peking* advertised that she would call at Victoria, B.C., and altered the passenger rates to San Francisco from \$25 to \$10—a drop of fifty per cent. To-day the agent of the Canadian Pacific added San Francisco to the port of call of the *Abeyona*, and lowered the fares from \$20 to \$10, besides making great reductions in respect to passages to Montreal and England. The rates for cargo are equally depressed—instead of charging \$5 or \$6 a ton, as they did formerly, freight is now from \$2 to \$3. The agents decline to afford much information in the matter—they simply say they are acting on instructions from head-quarters. It is therefore guesswork to a great extent, trying to account for the beginning of such cut-throat competition, but the position, we understand, is this:—From San Francisco there are two trans-continental lines of railroad—the Southern Pacific and Union Pacific. Portland, Oregon, is the head-quarters of the Northern Pacific Railroad. The Canadian Pacific stretches from Vancouver to Nova Scotia. For about two years there has been a combination between the four lines to keep rates up. The Northern Pacific has frequently violated the terms of the agreement, and for some time signs of an impending dissolution have been noticed. The break-up, we presume, has now occurred, and the public are the gainers. Some three years ago the Canadian Pacific sent several of their steamers to San Francisco, in opposition to the Pacific Mail Co. The latter Company made terms with them by which the C.P. found it more profitable to go to Vancouver only. The railroad combination having collapsed, the C.P. Co. have decided to break off with the P. M. Co. also. Whether or not they can afford to do so on the terms now current remains to be seen. Their position is strong, but has its weak points. The Canadian Pacific have a far from first-class fleet—the *Batavia*, the *Parilla*, and the *Abeyona* are scarcely so fast or so modern as the *Ching*, or the *Genial*, belonging to the O. and O. line, or the *City of Peking* belonging to the Pacific Mail Co. But they have three equally first-class boats now building at home, one of which is expected to be out before the end of the year. And a newer boat is now on the way hither, to replace the *Batavia*. Their great strength, though, lies in the fact that they have the only independent line from the Pacific to the Atlantic, and thereby avoid the complications which are bound to arise in the arrangements between the several lines of coast and ocean steamers. But, as we have said, we can only surmise that the competition has been evolved in the above way; the great fact of which we are certain is that rates are down some seventy per cent.

OFFICIAL AUTOCRACY.

At the Sanitary Board meeting yesterday afternoon the papers relating to the drainage of Marine Lots 102 and 103 were laid on the table. A letter from the Sanitary Surveyor complained of a nuisance existing on "Marine Lots 102 and 103" due to there being on proper provision made for the dry weather flow in the service channels. He suggested that this might be easily remedied by fixing traps connected with the drains in the channels. The channels should be carried over the footpath, instead of discharging on the top of it. At a meeting held on the 12th June a resolution was passed by the Board calling on the owners of the lots in question to re-construct their drains in accordance with the recommendations of the Sanitary Surveyor. On the owners being called upon to do so, a letter was received from Messrs. Danby, Leigh and Orange, the architects, stating that the drains had been put down in accordance with instructions and detailed plans approved by the Sanitary Surveyor, who had inspected and passed the drains. A letter from the Sanitary Surveyor stated that he had specially called the attention of the architects to the necessity of providing connection between the service channels and the drains. Had this been done the nuisance complained of would not have occurred.

The President said the Sanitary Surveyor was present, if any member desired to ask him any question.

Mr. Ho Kai moved that a letter be addressed to the owners of the lots stating that the Board saw no reason for withdrawing from or modifying its previous decision as to what was required to be done to abate the nuisance caused by the defective drainage, and that it requested the owners to carry out the work.

The Vice-President seconded, and the motion was carried.

The following is the correspondence referred to:—

June 18th, 1890.

The Hon. C. P. Chater, & F. D. Sassoon.

SIR,—In accordance with your instructions we beg to forward you the following remarks in reference to the letter received by you on the 16th inst. from the Sanitary Board in which your attention is invited to the nuisance existing on the Trays in front of Marine Lots Nos. 102 & 103 caused by foul waste waters flowing from the Lots in question on to the public street, and to request that you will be good enough to abate this nuisance by executing the following works viz:—

A. Lead all waste waters through trapped inlets into the present house drains.

B. Make arrangements for leading the rain water into the side channels of the adjoining public street by connecting the rain water surface channels on the Lots in question with them, by means of a pipe drain passing under the footpath.

We beg to state in reply to the above, that as these drains and side channels, now complained of, were put down in accordance with the instructions and detailed plans approved of by Mr. Cooper, the Surveyor to the Sanitary Board, who inspected and passed the work from time to time during its construction, we do not think that the Board are justified in calling upon you to take up and relay work which we were compelled to do by the Sanitary Board in a manner we did not approve of, and against which we strongly protested at the time.

In a letter written to the late Surveyor General on the 31st March 1888, in reply to one from Mr. Price of the 29th March and one from Mr. Cooper of the 19th March, referring to this very subject, we wrote as follows:—"We make it a practice in all buildings of this class to construct surface channels to carry off surface water from yards and roofs, the water finding its way into the house drains through cast iron dip traps." We were not allowed to do this at that time, and although we protested against it, the only reply received was a letter from Mr. Cooper dated the 24th July, 1888, stating that unless we complied with his (Mr. Cooper's) letter of the 19th March, the Surveyor General would not give you permission to erect a verandah over the side walk. All of which was reported to you at the time and we received your instructions accordingly. Again on the 27th July 1888, seeing at that time that if all this water from the surface channels was allowed to flow over the footpath, a great nuisance would be created, we wrote Mr. Cooper as follows (when forwarding him the amended plan of these surface channels) enquiring "how the rain water from the channels is to be disposed of?" to which we received no reply.

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THE PORTUGUESE AGAIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Has the Small Birds Protection Ordinance become a dead letter in this colony? This morning, for several mornings, as I have been coming to town through the Glenalee, I have noticed several small Portuguese lads armed with butterfly nets and bird cages, each containing one or more small birds, which I presume have been just captured. This morning I counted no less than eight birds in one cage. Surely if this kind of thing is allowed to go on unchecked we shall soon have no small birds in the colony. Enclosing my card,
I remain,
Yours, &c.,
A LOVER OF SMALL BIRDS.
Hongkong, 12th July, 1890.

LATE TELEGRAMS.

RIO DE JANEIRO, June 23rd.
The Brazilian charter, granting a federal system of government, has been proclaimed.

LONDON, June 24th.
The Conservative papers, in discussing the action of the Government, condemn the withdrawal of the license purchasing clause of the Local Taxation Bill, which they assert is an unnecessary concession. The proposal to let the sum voted for the purchase of licenses accumulate, they add, is certain to cause fresh obstruction and hopelessly delay the business of the House. The Morning Post advises the Government to drop the Bill altogether. The Times censures the Government for ever having introduced it.

PARIS, June 24th.
France is indisposed in principle to assent to the employment of the saving effected by the Egyptian Conversion Scheme towards the abolition of the *corvée*.

LONDON, June 24th.
Mr. W. H. Smith's motion to appoint a Select Committee of Enquiry to facilitate the passage of bills by carrying over the debate to the following session, has been passed unanimously.

Mr. W. H. Smith, in reply to a deputation of publicans which waited upon him, assured them that the money accumulated under the amended Local Taxation Bill, will never be devoted to any other purpose than the extinction of licenses.

BERLIN, June 25th.
Prince Bismarck, speaking of the Anglo-German Convention, said that Great Britain knew well how to protect her own interests. He deprecated the British protectorate over Zanzibar on the ground that it would act prejudicially against the German element there.

BRUSSELS, June 25th.
The attitude of Holland at the Anti-Slavery Conference, in absolutely refusing to agree to import duties in the Congo State, threatens to render the Conference a complete failure.

LONDON, June 25th.
At a meeting of the Liberal Unionists, at which the Marquis of Hartington and Mr. Chamberlain were present, it was resolved to support the Government in conducting the business of the House.

June 26th.
In the House of Commons last night, Mr. W. H. Smith announced that, in consequence of an agreement made with Mr. Gladstone, he would move the appointment of a Select Committee of Enquiry to facilitate the passage of bills by a rule permitting the continuance of the debate thereof in the following session.

BOMBAY, June 26th.
A Central News telegram says that Madame Sarah Bernhardt, being unable to sleep after her return from the theatre on Tuesday night, accidentally took an overdose of chloral, and the doctors had difficulty in restoring consciousness.

General Francisco Menéndez, President of the Republic of San Salvador, died suddenly at a banquet given at the capital on Sunday evening. It is believed that he was maliciously poisoned.

LONDON, June 26th.
The Select Committee to facilitate the passage of bills by carrying over the debates on them to the following session, includes Messrs. Dillon, Balfour, Gladstone, Morley, Chamberlain, Dillon, Sexton, and Labouchere. Sir William Harcourt, and the Marquis of Hartington.

Mr. W. H. Smith has issued an appeal to the Conservatives, urging their constant attendance at the House of Commons, in order to prevent their being surprised by divisions being called in their absence.

SERIOUS DISTURBANCE AT WUCHANG.

It appears from the native papers that H.E. Chang Chih-tung's projects of building factories is not going to be carried out without some opposition and disturbance. A quantity of bulk machinery arrived recently at Wuchang, which had been imported from foreign countries for some works in the neighbourhood of that place. It was to be sent on to its destination in boats, and its bulk would necessitate the removal of some of the low bridges across the river in order to allow of its passage up the river. H.E. gave the necessary notice to local officials, Chenchen, going to take down some of the bridges, and that he would erect them after the boats laden with the machinery had passed. The officials in turn made this known to the people, who immediately objected to it and complained very loudly against the proposal. Some students putting themselves at the head of the opposition, the people determined to resist to the utmost the removal of any of the bridges, believing that the measure would be attended with the destruction of the *Shengshu*. This was the state of affairs when the boats arrived at the first bridge that had to be knocked down. H.E. detached a number of men and some soldiers for the work, but the people crowded the bridge and refused to move and impeded the masons in every possible way. In order to frighten them off the soldiers fired blank cartridges, but this only inflamed the people more, and in the midst of the commotion the fire alarm pealed out. The bridge was at this time crowded to the utmost possible extent, the people even lying down on top of one another so that they could not be driven off by the soldiers. To reach the fire engines had to cross the bridge, but when they arrived at it, they could not get a passage through the dense mob. The firemen in desperation turned streams of water on the crowd, which incensed them in the highest degree and hundreds of them rushed suddenly with sticks and stones at the firemen, soldiers, and masons, and gave them a severe beating. The local magistrate took refuge in his yamen, which was then besieged, and for a long time the riot raged but eventually a strong force of soldiers came up and quelled the disturbance, arresting several of the ringleaders. The opposition of the people will amount to nothing, however, and it is expected that the obstructing bridges will all be taken down, for Chang Chih-tung, it is well-known, is not a man to be trifled with.—*Mercury*.

THE MANCHURIAN RAILWAY.

A well-informed correspondent in Moukden writes as follows to a *Shanghai* contemporary:—There is considerable excitement over the proposed new railway through Manchuria, for now that many people know it is being made largely for strategic purposes, a genuine and

well founded dread of Russia is entertained by those who are in a position to understand and estimate the military resources of both countries. Messrs. Kinder and Cox are at present doubtless in the Amur Province, and another month at least must elapse before they can finish their survey.

The whole trunk and branch lines of Manchuria and Chihli are to be finished in eight years, but I understand the line from Newchwang to the Amur will be undertaken first, and with a good staff of workmen there should be very little difficulty in completing it within the prescribed period of twenty working months. The whole distance to be traversed by the Newchwang and Amur line is comparatively level, and as it will run alongside the mountains for nearly the whole 3,000 *li*, timber, stone, lime, coal and ballast can be got in abundance and with ease.

At no time could the advantage of a railway be seen better than now. Owing to the long continued drought the River Liao and its affluents have become so shallow that boats of the very lightest draught have to be unloaded and load cargo *foot* south of the places they usually reach. Thus more than half of the lower province is completely cut off from exporting the large stores of grain which fill its granaries, and consequently local prices have fallen very low and many firms have suffered severely. A few days ago the crops looked very parched and sickly, but after the refreshing rain of the past three days they look healthy and vigorous, and our fears of another famine have vanished. There will be only about half a crop of wheat and barley, for the recent rains came too late to do them much good. The opium will be comparatively a failure; millet and beans are thin in many places.

The *Glenalee* arrived last week at Shanghai with a cargo of about 2,500 tons of machinery, consisting of plant for a blast furnace, ordered by Chang Chih-tung.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous disease. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—[Adv.]

CHINA COAST METEOROLOGICAL REGISTER.

11th July, 1890.—At 4 p.m.

STATION.	Latitude N or S	Longitude E or W	Baromet. Feet	Temperature Fah.	Humidity	Direction of Wind	Force.	Weather.	State of Sky
Wanchow	22° 50'	113° 30'	30.00	80	75	SW	4	Cloudy	4
Tientsin	39° 00'	117° 00'	29.80	75	70	SW	4	Cloudy	4
Shanghai	31° 10'	121° 30'	29.80	85	76	SW	4	Cloudy	4
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Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, 12th July, 1890.

Throughout the week a very strong feeling and demand for all stocks has ruled and rates have advanced, and public confidence having strengthened to a marked degree holders of stocks were very reluctant to part with their scrips, fully expecting better rates and stronger demand.

Banks—have been made one of the principal operating stocks, and sales have been continually made at from 203 to 204 for the 25th instant, and also at 205 and 207 for August, closing with further sellers at the latter rate.

Marine Insurance—have been in good demand and sales have been made of Unions at 100, Traders at 70 and Cantons at 120, closing with buyers.

Fire Insurance—Hongkong's have advanced to 355 at which rate a small sale has been made. Chinas are in demand at 85.

Docks—Since our last report Docks have continually advanced and sales have been made for cash at from 59 to 63 cash. They were for a little time quiet at 60 per cent, but after sales had been made at this rate they advanced again to 63 and are now in strong demand.

Steamboats—H. C. and Macao Steamboat shares have dropped to 364 and sales to the extent of nearly 1,000 shares have been made, and afterwards at 363 and 37 cash, 37½ for August and 38½ for December, but closed weak with further sellers. Indo-Chinas continue out of favor at 30 per cent. discount. Douglas Steamship shares have come in public favor (owing no doubt to the reported profitable sale of the S.S. *Thales*, which we are informed on the best authority is untrue) and sales have been made at 56 cash.

Sugar Refineries—Small sales have been made at 175 cash and 174 for the settlement and are in demand at the last rate. Luzons were done at 87, 88, 89 cash and are now in demand.

Kowloon Wharf Co.—Were quiet all through the week and rates are nominally quoted at 81.

Land—Continued during the week to be a rather puzzling stock and sales have been made at 90, 91, 92, 93, and 94 cash, 93, 94, 95 and 96 for September, and although there are further sellers at the last rates there is decidedly a better feeling in this stock.

Mining Stocks—Punjoms continued to advance and sales have been made at 9½ cash. Selamas were done at 23, and Raubs at 23. Charbonnages were done at 240, and are now in demand at 250.

The Trust and Loan Co.'s shares have changed hands at 14½ and there are now sellers at 14. Founders are at 135.

Miscellaneous—Small sales of the following stocks have been reported.

Peak Hotel.....	shares at \$ 5
Tramways.....	115
China Borneo.....	15
Ices.....	94
East Borneo.....	15
Songies.....	10
Green Islands.....	30

For further particulars see appended list.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—203 per cent. premium, buyers.
Union Insurance Society of Canton—\$100 per share, buyers.
China Traders' Insurance Company—\$70 per share, buyers.
North China Insurance—Tls. 340 per share, sellers.
Canton Insurance Company Limited—\$120 per share, buyers.
Vangste Insurance Association—Tls. 84 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$355 per share, buyers.
China Fire Insurance Company—\$85 per share, buyers.
Hongkong and Whampoa Dock Company—\$63 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$67 per share, sellers.
China and Manila Steam Ship Company—105 per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$180 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
Indo-China Steam Navigation Company, Limited—30 per cent. dis. sellers.
Douglas Steamship Company—\$56 per share, buyers.
China Sugar Refining Company, Limited—\$175 per share, sellers.
Luxon Sugar Refining Company, Limited—\$89 per share, buyers.
Hongkong Ice Company—\$95 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.
A. S. Watson & Co., Limited—\$21 per share, buyers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$110 per share, buyers.
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Punjom and Sangle Dena Samantan Mining Co.—\$94 per share, sellers.
The Royal Gold Mining Co., Ltd.—\$21 per share, sellers.
The Balmoral Gold Mining Co., Limited—\$14 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$81 per share, nominal.
Tongkui Coal Mining Co.—\$250 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—\$115 per share, buyers.
The East Asiatic Planting Co., Limited—\$15 per share, sellers.
H. G. Brown & Co., Ltd.—\$45 per share, sellers.
The Sogel Koyah Planting Co., Ltd.—\$10 per share, sellers.
Cruickshank & Co., Ltd.—\$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis. sellers.

The China-Borneo Co., Ltd.—\$15 per share, sales.
The Darvel Bay Trading Co., Ltd.—\$8 per share, nominal.
The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
The Green Island Cement Co.—\$30 per share, buyers.
The Hongkong Land Investment Co., Ltd.—\$93 per share, sales and buyers.
The Hongkong Electric Light Co., Ltd.—\$51 per share, sellers.
Geo. Fenwick & Co., Limited—\$22 per share, sellers.
The West Point Buildings Co., Ltd.—\$35 per share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$5 per share, sellers.
The Labuk Planting Co., Ltd.—\$17 per share, nominal.
The Lamag Planting Co., Ltd.—\$15 per share, sellers.
The Lecht Mining and Trading Co., Ltd.—\$41 per share, sellers.
The Selama Tin Mining Co., Ltd.—\$21 per share, sellers.
The Shamoon Hotel Co., Ltd.—\$5 per share, nominal.
The Kowloon Land Investment Co., Ltd.—\$18 per share, sellers.
The Trust and Loan Co. of China and Japan—\$14 per share, sellers.
The Hongkong Marina, Limited—par, nominal.

EXCHANGE.

IN LONDON.—Bank, T. T.	3/5 1/2
Bank Bills, on demand	3/5 1/2
Bank Bills, at 4 months' sight	3/5 1/2
Credits at 4 months' sight	3/6 1/2
Documentary Bills, at 4 months' sight	3/6 1/2

ON PARIS.—Bank Bills, on demand	4-33
Credits at 4 months' sight	4-43
ON INDIA, T. T.	22 1/2
On Demand	22 1/2
IN SHANGHAI.—Bank, T. T.	71 1/2
Private, 30 days' sight	72 1/2

EXPORT CARGO.

Per <i>Belic</i> , str., for Kobe—2,440 bags Rice, 281 bags Sugar, and 2,022 packages Merchandise.
For Yokohama—6,129 bags Rice, 679 bags Sugar, and 71 packages Merchandise.
For San Francisco—4,564 bags Rice, 460 bags Beans, 182 bags Tobacco, 83 bags Coffee, 40 bags Sugar, 72 boxes Nut Oil, 32 boxes Prepared Opium, 91 cases Silks, 170 slabs Tin, 150 hales Hemp, 26 bales Gunnies, 286 bales Gambi, 130 packages Tea, and 5,071 packages Merchandise.
For Le Liberte—2 cases Silks, and 2 cases Merchandise.
For Honolulu—180 hales Rice, 80 bags Rice, 103 boxes Oil, and 466 packages Merchandise.
For Panama—200 hales Rice, 28 packages Merchandise, and 3 cases Silks.
For Callan—11 cases Silks.
For Valparaiso—13 cases Silks, and 11 cases Merchandise.
For Chicago—172 packages Merchandise, and 195 packages Tea.
For New Orleans—2 cases Silks.
For Baltimore—441 packages Tea.
For New York—3,064 packages Tea, 106 packages Merchandise, 18 packages Maltine, 9 cases Silks, and 185 bales Raw Silk.

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer <i>Djinnah</i> , with the French mail of 13th ultimo, left Saigon on the 12th instant at 10 a.m., and may be expected here on or about the 13th.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer <i>City of Peking</i> , with mails, &c., from San Francisco, via Honolulu, left Yokohama at 6 p.m. on the 7th instant, and may be expected here on or about the 13th.

THE INDIAN MAIL.
The Indo-China S. N. Co.'s steamer <i>Kutane</i> , with mails, &c., from Calcutta, left Singapore on the 7th instant, and is due here on the 13th.

THE CANADIAN MAIL.
The Canadian Pacific Steamship Co.'s steamer <i>Parthia</i> , with the Canadian mail, from Vancouver, left Yokohama for Nagasaki, Shanghai, and Hongkong on the 8th instant.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer <i>Ajax</i> from London, left Singapore on the 11th instant and is due here on the 17th.
The P. & O. S. N. Co.'s extra steamer <i>Thibet</i> , left Bombay on the 8th instant at noon for this port, and is due here on the 23th.

Shipping.

ARRIVALS.
KRIEMHILD, German steamer, 1,709, T. Ehlers, 11th July, Singapore 6th July, General.
GEORGE SKALFIELD, American ship, 1,275, A. S. Dunning, 11th July, New York 7th Feb., Kerosene Oil.—Russell & Co.
TELMON, British steamer, 1,555, M. H. F. Jackson, 11th July, Nagasaki 7th July, General.—Butterfield & Swire.
FUSHUN, Chinese steamer, 1,504, A. Cross, 11th July, Shanghai 8th July, General.—C. M. S. N. Co.
RECORDE, British steamer, 676, R. A. E. Breerton, 12th July, from a cruise.—E. E. A. & C. Telegraph Co.
PROFANT, British steamer, 1,387, Wm. H. Farrand, 12th July, Koh-i-chang 5th July, Rice.—Arnhold, Karberg & Co.
ROSSIA, Russian steamer, 2,813, Stroulsky, 12th July, Hankow 6th July, Tea.—Melchers & Co.
LAERTIS, British steamer, 1,390, R. F. Scale, 12th July, Liverpool, via Singapore 6th July, General.—Butterfield & Swire.
STATHENDRICK, British steamer, 1,574, C. M. Jackson, 12th July, Kutchinotau 5th July, Coals.—Adams, Bell & Co.
VIRBAN, British steamer, 886, Bradley, 12th July, Whampoa 12th July, General.—Jarvis, Matheson & Co.
NIRSTIN, German steamer, 769, Kennesew, 12th July, Whampoa 12th July, General.—Melchers & Co.

CLEARANCES AT THE HARBOUR OFFICE.
<i>Kong Bang</i> , British steamer, for Swatow, &c., Amoy, German steamer, for Saigon.
<i>Amoy</i> , British steamer, for Haiphong.
<i>Clara</i> , German steamer, for Shanghai.
<i>Amoy</i> , German steamer, for Shanghai.
<i>Namoa</i> , British steamer, for Swatow, &c., Russia, Russian steamer, for Singapore.
<i>Nirstlin</i> , German steamer, for Cheloo.
<i>Port Fairy</i> , British steamer, for New York.
<i>Laertis</i> , British steamer, for Shanghai.
<i>Vikram</i> , British steamer, for Swatow, &c.
<i>Venelia</i> , British steamer, for Singapore.

DEPARTURES.
July 11, <i>Hothow</i> , British str., for Holhow.
July 11, <i>Fuyew</i> , Chinese str., for Hongkong.
July 12, <i>Verona</i> , British str., for Nagasaki, &c.
July 12, <i>Linsing</i> , British str., for Bangkok.

July 12, <i>Tamsui</i> , British steamer, for Kobe.
July 12, <i>Venelia</i> , British str., for Singapore, &c.
July 12, <i>Fuyew</i> , Chinese str., for Amoy, &c.
July 12, <i>Glanby</i> , British steamer, for Shanghai.
July 12, <i>Amoy</i> , German str., for Shanghai.

PASSENGERS—ARRIVED.
Per <i>Kriemhild</i> , str., from Singapore.—Capt. Iphand, and 80 Chinese.
Per <i>Fuyew</i> , str., from Shanghai.—Miss Knight, and 20 Chinese.
Per <i>Strathendrick</i> , str., from Kutchinotau.—4 Chinese.
Per <i>Laertis</i> , str., from Singapore.—81 Chinese.
Per <i>Rossia</i> , str., from Hankow.—Mr. Passovitch.

REPORTS.
The Chinese steamship <i>Fushun</i> reports that she left Shanghai on the 8th instant. Had fine weather and variable light winds throughout.
The British steamship <i>Telamon</i> reports that she left Nagasaki on the 7th instant. From Nagasaki had unsettled weather to Turnabout; thence to port had moderate monsoon and fine weather.
The British steamship <i>Profant</i> reports that she left Koh-i-chang on the 5th instant at 4 p.m. Had light winds and squally weather with passing showers of rain in the Gulf of Siam. From Pulo Obi to Cape Varella had moderate monsoon and fine weather. From Cape Varella to port had light winds and fine clear weather.

Post Office.

A MAIL WILL CLOSE.
For Swatow and Bangkok.—Per <i>Kong Bang</i> to-morrow, the 13th instant, at 9.00 A.M.
For Cheloo and Newchwang.—Per <i>Nirstlin</i> to-morrow, the 13th instant, at 9.00 A.M.
For Haiphong.—Per <i>Clara</i> to-morrow, the 13th instant, at 9.00 A.M.
For Melbourne.—Per <i>Chingtu</i> on Monday, the 14th instant, at 11.30 A.M.
For Vancouver, B.C., and San Francisco, via Shanghai, Kobe, and Yokohama.—Per <i>Abyssinia</i> on Wednesday, the 16th instant, at 11.30 A.M.
For Europe, &c., India, via Madras.—Per <i>Natal</i> on Thursday, the 17th instant, at 11.00 A.M.
For Kobe, Yokohama, Victoria, B.C., and San Francisco.—Per <i>City of Peking</i> on Saturday, the 19th instant, at 0.30 P.M.
For Singapore.—Per <i>Iphigania</i> on Monday, the 21st instant, at 1.30 P.M.
For Europe, &c., &c.—Per <i>Malwa</i> on Thursday, the 24th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
ABYSSINIA, British steamer, 2,346, Geo. A. Lee, 24th June, Vancouver 30th May, Yokohama 15th June, General.—Adams, Bell & Co.
ALBAN, British steamer, 1,489, Ed. Porter, 8th July, Kutchinotau 1st July, Coals.—Adams, Bell & Co.
AMIGO, German steamer, 771, F. Bruhn, 6th July, Saigon 4th July, Rice.—A. G. Morris.
AVOCHIE, British steamer, 1,055, T. Rowen, 10th July, Koh-i-chang 4th July, Rice.—A. G. Morris.
BENGOLO, British steamer, 1,158, R. Farquhar, 10th July, Kobe 3rd July, Coals and Matches.—Gibb, Livingston & Co.
CLARA, German steamer, 674, Christensen, 11th July, Haiphong 8th July, General.—Stemsen & Co.
DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May, Manila 30th April, General.—Brandao & Co.
EDENDALE, British steamer, 1,566, R. Humphrey, 9th July, Bangkok 2nd July, Rice.—Adams, Bell & Co.
FAME, British steamer, 117, W. W. Allan.—Hongkong Government tender.
FELDERIDGE, British steamer, 1,335, John Ruthen, 8th May, Saigon 30th April, Rice.—Russell & Co.
FRANK, Danish steamer, 397, C. A. Lund, 10th July, Pakhoi 7th July, and Holhow 9th July, General.—Arnhold, Karberg & Co.
GENERAL WERNER, German steamer, 1,820, M. Elchel, 1st July, Yokohama 22nd June, Kobe 25th, and Nagasaki 27th, Malls and General.—Melchers & Co.
KONG BING, British steamer, 862, R. Jones, 8th July, Bangkok 1st July, General.—Yuen Fat Hong.
NAMOA, British steamer, 863, T. G. Pocock, 10th July, Foochow 6th July, Amoy 7th, and Swatow 9th, General.—D. Laprak & Co.
PEMPROCK, German steamer, 1,541, U. Johansen, 1st July, Hamburg, via Batoum, 2nd June, General.—Ed. Schellhaus & Co.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
PORT FAIRY, British steamer, 1,658, J. Clark, 10th July, Amoy 6th July, Tea.—Stemsen & Co.
SIRHAN, British steamer, 845, Stovell, 1st July, Bangkok 24th June, Rice.—Kien Tye Long.
TAIRAN, British steamer, 1,115, W. H. Jackson, 17th June, Swatow 16th June, General.—Jarvis, Matheson & Co.

SAILING VESSELS.
DANIEL T. JENNEY, American ship, 1,520, Rodick, 28th March, New York 4th Nov., Petroleum.—Order.
ELINE, German ship, 1,348, F. Rowell, 27th May, New York 5th January, Petroleum.—Captain.
EXAMINATION, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island.—Chinese Customs.
ISLAND CITY, British bark, 421, D. Law, 2nd July, Albany 9th May, Sandalwood.—Order.
LANDER, American ship, 1,400, A. H. Laffin, 27th May, New York 21st Dec., Kerosene Oil.—Russell & Co.
OSAKA, British bark, 517, Jones, 1st July, Cuba 19th June, Sugar.—Order.
PAPA, German bark, 748, C. L. Henne, 4th June, Hamburg 25th Jan., General.—Stemsen & Co.
PARAMITA, American ship, 1,408, C. D. Prescott, 28th May, New York 7th Dec., Petroleum.—Adams, Bell & Co.
RICHARD PARSONS, American ship, 1,408, C. D. Prescott, 28th May, New York 7th Dec., Petroleum.—Adams, Bell & Co.
SARA MERIDES, Peruvian schooner, 245, A. Freese, 4th July, Saigon 27th June, Rice.—Captain.
TILLIE BAKER, American bark, 683, Jas. H. Baker, 27th June, Honolulu 19th May, Bales.—Captain.
VELOCITY, British bark, 495, R. Martin, 18th June, Honolulu 3rd May, General.—Chinese.
WM. LE LACHUR, British bark, 575, E. Warner, 10th June, Lagunmanoe 9th June, Wood.—Wieler & Co.
Z. RING, British ship, 1,372, McLeod, 27th May, New York 20th Nov., Petroleum.—Russell & Co.

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Interesting patented Discovery
ORIZA-PERFUMES, CONCRETE AND SOLIDIFIED

PRESENTED IN THE SHAPE OF PENCILS (12 SWEET SCENTS)
It suffices to rub only slightly any object for perfuming it
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2 GOLD MEDALS: Brussels 1880—London 1884
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The daily use of a few drops of the Benedictine Elixir of the P.P.P. Benedictines in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and restored. It is a real service rendered to our readers to point out to them this old and useful preparation, the most operative, and the only preservative from all Dental disorders.
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RAHTJEN'S
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THE BOTTOMS OF IRON SHIPS.
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EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE
Hongkong, 26th June, 1889. [130]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.
SUMMER TIME TABLE.
To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows—
WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
10 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.
NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.
CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars Five-Cent Coupons and Reduced Tickets at the Office.
MACLEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 30th April, 1890. [698]

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.
ENGINEERS, IRON AND BRASS CONTRACTORS, &c.
Established 1880.
Hongkong, 20th January, 1890. [109] [527]

NOTICE.

JYVE'S SANITARY COMPOUNDS
COMPANY, LIMITED.
JYVE'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.
SIR ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says:
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 10th June, 1888.

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 7th March, 1890. [187]

A. G. GORDON & CO.,
LIMITED.
ENGINEERS, LAUNCH BUILDERS,
GENERAL AND GOVERNMENT
CONTRACTORS, IRONMONGERS,
COMMISSION AGENTS, VALUATORS, IRON
AND TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.
OFFICE:
9, PRAYA CENTRAL.
STEAM LAUNCH COMPANY, LIMITED,
HONGKONG, 1st May, 1890. [54]

Dr. Knorr's
ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!
Hongkong 20th May, 1889. [424]

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.
SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, 25th August, 1889. [15]

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OREGON PINE SPANS and LUMBER
Always on Hand.
L. MALLORY.
Hongkong 24th June 1890. [955]

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"E. L. K."
Length over all 36 feet.
Breadth 7 "
Depth 5 "
Speed